



**VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
AGENDA ITEM**

MEETING DATE: August 10, 2016 *(continued from June 08 and July 13, 2016)*

P/Z 16-013

TITLE: Westmont B Imports, Inc. regarding the property located at 420 and 430 East Ogden Avenue, a portion of Westmont Drive, 645, 650 and 651 Westmont Drive, and 415 Plaza Drive, Westmont, IL 60559 for the following:

- (A) Special Use Permit request to operate an automotive dealership in the B-2 General Business District.
- (B) Zoning Code Variance request to allow parking within the front yard setback.
- (C) Zoning Code Variance Request to increase the allowed height in the B-2 General Business District for the purpose of constructing a rooftop parking deck for an automobile dealership.
- (D) Preliminary Plat of Vacation for Westmont Drive.
- (E) Preliminary Plat of Consolidation.
- (F) Site and Landscaping Plan approval.

UPDATES:

As in July, no changes have been made to the original staff report from June. The applicant has again responded to engineering comments from the previous submittals and updated plans accordingly. Note that the revised Landscape Plan was provided to the commissioners the day of the hearing in July and has remained unchanged.

STAFF COMMENTS

Engineering/Public Works

Accommodating staff requests to alter the proposed cul-de-sac to be entirely in the public right-of-way, both the Village Engineer and the Village's retained engineering consultant have indicated that any remaining issues can be remedied through the permitting process.

Landscaping

The revised Landscape Plans are currently under review and staff will have comments by the date of the public hearing.

DOCUMENTS ATTACHED

1. Updating Staff Report dated July 13, 2016.
2. Original Staff Report dated June 08, 2016.
3. 2nd Preliminary Review Response, prepared by Spaceco, Inc., dated July 12, 2016.
4. Staff review comments (based on updated plan submittals) from Village Engineer Noriel Noriega dated July 27, 2016, and Engineering, Traffic and Landscape consultant Anthony Bryant dated August 01, 2016.
5. Revised Plat of Subdivision and Easement Plans, prepared by Spaceco, Inc., dated July 27, 2016.
6. Revised Landscape Plan, prepared by Dowden Landscape Design, dated July 10, 2016.



**VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
AGENDA ITEM**

MEETING DATE: July 13, 2016 (*continued from June 08, 2016*)

P/Z 16-013

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UPDATES:

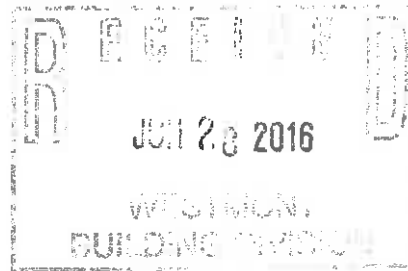
No changes have been made to the original staff report. The applicant has responded to the engineering comments from the first submittal and updated site plans accordingly.

DOCUMENTS ATTACHED

1. Original Staff Report dated June 08, 2016.
2. Preliminary Review Response, prepared by Spaceco, Inc., dated June 27, 2016.
3. Staff review comments (based on updated plan submittal) from Village Engineer Noriel Noriega dated July 01, 2016, and Engineering, Traffic and Landscape consultant Anthony Brant dated July 05, 2016.
4. Public comments received.
5. Revised Site Improvement Plans, prepared by Spaceco, Inc., dated June 27, 2016.



9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



June 27, 2016

Ms. Jill H. Ziegler
Village Planner
Village of Westmont
31 West Quincy Street
Westmont, IL 60559

**RE: BMW DEALERSHIP – PRELIMINARY REVIEW
430 E. OGDEN
WESTMONT, ILLINOIS
SPACECO PROJECT No. 8270**

Dear Jill,

We received your comments regarding the BMW Dealership dated 5/31/16. Enclosed for your review, please find the following:

1. One (1) copy of a disposition of review comments
2. Four (4) copies of the revised Site Improvement Plans
3. Two (2) copies of the revised Stormwater Management Report

Please contact me if you have any questions or need additional information.

Sincerely,
SPACECO, Inc.

A handwritten signature in black ink, appearing to read 'Tom McCabe', written over a horizontal line.

for:

Thomas J. McCabe, P.E.
Vice President

PUBLIC WORKS DEPARTMENT – ENGINEERING DIVISION

Comment 1: Address all comments made by Mr. Anthony Bryant, PE, Burns of McDonnell, on his letter dated 05/24/2016.

- a. Referencing comment #11: The proposed drive can remain; however, the runoff must be collected and BMP's provided.

Response: Runoff will be collected and BMP's provided.

Comment 2: Provide IDOT Permits for all work along Ogden Avenue.

Response: IDOT permit will be provided upon approval.

Comment 3: Provide Flagg Creek Water Reclamation District Permit approvals.

Response: Flagg Creek WRD permit will be provided upon approval.

Comment 4: The proposed cul-de-sac shall be within dedicated ROW. I suggest moving the cul-de-sac northerly in a manner that both BMW and the existing 419 Plaza property will have driveways off of the cul-de-sac area.

Response: The location of the proposed cul-de-sac has not been changed because the dedicated ROW would be encroaching onto the neighboring property.

Comment 5: Complete all public improvements within the cul-de-sac (i.e. public sidewalk, parkway trees, street lighting, etc.)

Response: All improvements within the cul-de-sac is to be paved to allow four-way access.

Comment 6: Regarding the proposed watermain, address the following comments:

- a. All proposed watermain shall be within a PU&DE.
- b. We suggest the proposed layout of the watermain from Ogden to connecting to the watermain along Westmont Drive to be constructed in a manner to eliminate a number of unnecessary bends. Watermain from Ogden Avenue, directly south toward the north basin, then 90 westerly

toward the existing watermain versus the layout with a significant amount of bends

- c. Where the proposed Westmont Drive ends, install fire hydrant (between the existing driveway of 419 Plaza and the property line of BMW site). At this same location, install a valve vault.
- d. The water service and fire suppression service must be separated.
- e. Proposed FH#3 should be constructed within a curbed island. We suggest relocating forty-five (45) feet in a NW direction into the proposed parking lot island.
- f. Relocate FH#4 approximately forty-five (45) feet southerly, closer to the Ogden Avenue ROW.
- g. All utilities within ten (10) feet of the proposed watermain (i.e. storm sewer, sanitary, etc.) shall be constructed utilizing watermain quality pipe.

Response: As requested, all proposed water mains shall be located in PU&DE, the planned water main alignment from Ogden to Westmont Dr. was rerouted to reduce the number of pipe bends, a fire hydrant and valve vault was added at the end of Westmont Dr., a fire suppression service line was extended to the riser room at the west side of the future building, proposed FH #3 was relocated to a curbed island, proposed FH #4 was relocated closer to Ogden Avenue ROW, and all underground utilities within 10' of the proposed water main shall be constructed utilizing water main quality pipe.

Comment 7: Regarding the proposed stormwater management, address the following comments:

- a. All stormwater management facilities shall be located within a Stormwater Detention Easement
- b. It is our understanding that the existing site shall remain open during construction. Ensure adequate amount of detention is provided during all phases of the project.
- c. The submitted Final Stormwater Management Report, location map, Westmont Drive is misspelled.

Response: The proposed north and south detention basins will be emplaced in a Stormwater Detention Easement. Sufficient stormwater storage capacity will be

provided during all construction phases of the project. The spelling of Westmont Dr. on the location map in the Final Stormwater Report has been corrected.

Comment 8: All customer parking area shall be a minimum of ten (10) feet wide, excluding the handicap parking stall which shall be constructed meeting minimum ADA requirements.

Response: Customer parking area will remain 9' feet wide as depicted on the site geometric plan.

Comment 9: During the Permit review process, address the following items on the proposed Plat of Vacation. All certificates can be located on the Village's website (www.westmont.il.gov) under Documents & Forms/Community Development.

- a. Sanitary District Certification
- b. Village Clerk's Certificate

Response: Noted, these items will be addressed.

Comment 10: Review and approvals will be required from Mr. Jon Yeater, Public Works Foreman – Village Forester, regarding any tree requirements. If you have any specific questions, Mr. Yeater can be contacted at (630) 981-6285.

- a. There are 10 parkway trees proposed to be removed. Total diameter to be removed is 102.5". We charge at \$170 per inch diameter for removal of Village owned trees, which comes to a total of \$17,425.00 for removal of 102.5 total inches of diameter.

- i. Robinia pseudoacacia 'Chicago Blues' (Chicago Blues Black Locust) – 9.5"
- ii. Ulmus Morton 'accolade' (Accolade Elm) – 7"
- iii. Gymnocladus dioica (Kentucky Coffeetree) – 5.5"
- iv. Ostrya virginiana (ironwood) – 4.5"
- v. Cercidiphyllum japonicum (Katsuratree) – 3.5"
- vi. Liriodendron tulipifera (Tulip-poplar) – 4.5"
- vii. Ulmus Morton 'accolade' (Accolade Elm) – 8"
- viii. Gleditsia triacanthos (Honeylocust) – 23"
- ix. Gleditsia triacanthos (Honeylocust) – 18.5"
- x. Gleditsia triacanthos (Honeylocust) – 18.5"

- b. Provide parkway trees along Ogden Avenue per appropriate tree species and spacing requirements

- c. There is one other parkway tree that is not labeled for removal, a 7" Acer platanoides 'Crimson King' (Crimson King Norway Maple). A tree protection zone must be established to protect the tree during the construction process, and that area should be labeled on the plan. That is the area from the sidewalk to the curb, to a minimum of 10' on any side of the tree. The fencing will consist of 6' chain link with sturdy steel posts driven into the ground at a minimum of every 10'. Fencing along the curb can be placed 2' off the curb line to allow for parking, i.e. door opening space. A 4' opening in the fence may be established to allow access to the lawn for mowing purposes, but will not be used for material storage. **All fencing must be established and approved prior to the start of any site work, including demolition and existing tree removal, and remain up for the entirety of the project.** No digging or grading shall be done within the TPZ at any time during the project, nor shall the fence be moved or opened to do any excavation. If the TPZ presents an issue that cannot be worked around, I want to know about it prior to any compromise of the TPZ. I can be reached most conveniently on my cell at (630) 417-7965.
- d. There were a number of other parkway trees along the parkway of this property, but all were Fraxinus (Ash), and all were removed due to insect infestation.
- e. There are 10 total private trees to be removed but only 4 of them are labeled on the plan.

Response: All landscape revisions and comment response will be provided in the coming days.

ESI CONSULTANTS, LTD

Comment 1: Overall the concepts presented on the Site Plan are acceptable and submittal of Plans for full permit review is recommended.

Response: Noted.

Comment 2: There are numerous restrictors within the existing parking areas being removed. Quantify the existing detention provided on-site, and the existing release rate, and incorporate into the proposed drainage and detention basin design.

Response: The proposed stormwater detention basins and their outlet restrictors have been sized based on the condition that all existing on-site subsurface runoff storage area will be removed during construction activities.

Comment 3: Earthen embankments shall not be constructed with a slope steeper than 3-foot horizontal to 1 foot vertical.

Response: The earthen embankments of the proposed detention facilities will be constructed with a 4:1 maximum slope.

Comment 4: Provide existing and impervious area exhibit and calculations. Provide a PCBMP submittal if more than 2,500 SF of new impervious is proposed.

Response: An existing conditions impervious area exhibit has been added to the Final Stormwater Report. Since there is a net decrease of site impervious surfaces post-construction, no PCBMP submittal is required.

Comment 5: Provide detention calculations. Proposed detention volumes cannot be approved without back-up calculations and methodology.

Response: Stage-storage detention volume calculations are included in the Final Stormwater Report.

Comment 6: Proposed contours shall tie into existing contours at the property line.

Response: Proposed contours tie into existing contours at the property line; where they do not, retaining walls will be emplaced to reconcile the difference between existing and proposed grades.

Comment 7: An emergency overflow shall be provided for the south basin.

Response: An emergency overflow for the south basin has been added at the north end of the facility.

Comment 8: The structure/grate located just south of the North Basin should be sized to convey the 100-year critical flow to the detention basin or a curb notch should be proposed to allow runoff to flow into the basin. Otherwise, runoff may overtop and flow into the Westmont Drive roadway.

Response: A 64' long x 5' deep curb notch will be established in the curb line abutting the south end of the proposed north detention basin to convey the 100-year critical

flow (reference the geometric plan sheets for this revision). Weir calculations for the proposed curb notch has been added to the Final Stormwater Report.

Comment 9: Drainage structures shall be sized appropriately for the proposed pipe sizes.

Response: Proposed catch basins just upstream of the detention facilities have been upsized from 4' to 5' diameter structures to better accommodate 30" and 36" RCP outlets.

Comment 10: Water quality manufactured BMPs upstream of the proposed basins are recommended in lieu of the typical site conveyance BMPs (vegetated swale, filter strip, etc.)

Response: Water quality BMPs will be installed upstream of the proposed detention basins in lieu of the typical site conveyance BMPs.

Comment 11: It appears that existing trees along Westmont Drive will be impacted by the proposed development. A tree survey will be required.

Response: All landscape revisions and comment response will be provided in the coming days.

Comment 12: A tree preservation plan will be required.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 13: The landscape plan needs to be a site plan overlaying the locations of existing trees to be preserved, utilities and utility easements, building pads, retention/detention basins, proposed contours and all proposed landscaping. This is missing from the landscape plan.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 14: There is a typo under Item 13 in the Planting Notes.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 15: Please provide quantities in the plant list.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 16: Please label front, side and rear yards, provide required landscape calculations into a landscape requirements table and revise the landscape design to meet the Village requirements

- a. At least 50% of the open space on the site shall be landscaped. The site appears to only provide 25% open space.
- b. At least one tree shall be planted for every 500 square feet of the area required to be landscaped. One-third of the trees shall be evergreens of a minimum six feet in height, one third of the trees shall be ornamental a minimum of three inch caliper or six feet in height, and one-third of the trees shall be shade trees, a minimum of three inch DBH. Please provide breakdown of 74 tree quantities and calcs for shade, ornamental and evergreen trees.
- c. One shrub shall be planted for every 50 square feet of the area required to be landscaped. For shrubs that mature less than five feet in height, minum installation size shall be two feet tall. For shrubs that mature greater than five feet in height, minimum installation size shall be three feet tall. Please provide breakdown of shrub quantities and calcs.
- d. Foundation plantings of a minimum width of six feet shall be provided on all sides of the main structure except where sidewalks, driveway or other hardscape abuts the structure. Foundation plantings shall be comprised of a combination of shade trees, ornamental trees, evergreens, shrubs, ground covers and flowers. Plan does not meet this requirement.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 17: Parking lot interior islands are approximately 12,000 SF. The parking lot area is approximately 160,000 SF. 56 trees are required and only 43 are provided. Please provide an additional 13 trees in the parking lot area.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 18: parking lot screening is required to have a screen fence or wall plus a planting strip of four feet minimum width for parking lots containing more than four parking spaces. The landscape design does not meet this requirement.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 19: Plants that are native proposed to be planted are Sugar Maple and Sumac.

Response: The landscape revisions and comment response will be provided in the coming days.

Village Landscape Architect

Comment 1: Number of replacement trees as required for the replacement of 'trees to be removed' per the tree survey (or grading plan) meets the ordinance.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 2: Number of parking lots trees required meets the ordinance

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 3: The Village Forester may have comments regarding the diversity and species selection of the proposed trees.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 4: There are no planting or management specifications for the detention basins. This information will need to be provided.

Response: The landscape revisions and comment response will be provided in the coming days.

Comment 5: Per the landscape ordinance foundation plantings, perennials and ornamental trees are required. Per the submitted plans it appears there is only pavement enveloping the entire footprint of the building. Please revise.

Response: The landscape revisions and comment response will be provided in the coming days.

WESTMONT FIRE DEPARTMENT

Comment 1: Building is required to be sprinklered.

Response: All building codes will be met upon Final Construction.

Comment 2: Parking garage is required to have a compliant standpipe system

Response: All building codes will be met upon Final Construction.

Comment 3: Fire hydrants are required within 300 feet of all portion of buildings.

Response: All proposed fire hydrants have been located within 300 feet of all portions of the proposed building.

Comment 4: Fire hydrants required within 100 feet of fire department connection.

Response: FH #3 is located within 100 feet of the proposed fire department connection mounted on the exterior wall of the future building's riser room.

Comment 5: International Fire Code, 2012 edition, with local amendments.

Response: All building codes will be met upon Final Construction.

Comment 6: NFPA Life Safety Code, 2012 edition with local amendments

Response: All building codes will be met upon Final Construction.

Comment 7: International Building Code, 2012 edition, with local amendments.

Response: All building codes will be met upon Final Construction.



**Public Works Department
Engineering Division**

31 West Quincy Street • Westmont, Illinois 60559
Tel: 630-981-6272 Fax: 630-829-4479

Date: July 1, 2016

To: Mrs. Jill Ziegler, AICP
Community Development Director

From: Noriel Noriega, PE, CPESC
Assistant Director of Public Works - Village Engineer

RE: Proposed BMW Development
430 E Ogden, Westmont
Preliminary Review #2

We are in receipt of the following items for the proposed BMW Development at 430 E. Ogden Avenue:

1. Spaceco Inc. response letter dated 06/27/2016
2. Revised Final Stormwater Management Report dated 05/03/2016 and revised 06/24/2016
3. Site Improvement Plans for the Proposed BMW of Westmont dated 05/06/2016 and revised 06/27/2016 prepared by Spaceco, Inc.

A preliminary review of the submitted documents has no significant issues that we feel would prevent the project from continuing. Our listed comments below can be addressed during the Permit Application Process. It should be noted that additional comments should be anticipated when a full Permit Application Review is performed.

1. (COMMENT REMAINS) The proposed cul-de-sac shall be within dedicated ROW. The ROW may be off-set and does not need to be "centered" between the properties thereby eliminating "encroachments" to the neighboring property. Staff cannot recommend the "dead-end" of Westmont Drive into private property.
2. (COMMENT REMAINS) Complete all public improvements within the cul-de-sac (i.e. public sidewalk, parkway trees, street lighting, etc).
3. (COMMENT REMAINS) All customer parking area shall be a minimum of ten (10) feet wide, excluding the handicap parking stalls which shall be constructed meeting minimum ADA requirements.
4. It was missed during our first preliminary review, provide public sidewalk along the south side of Plaza Drive, just east of Westmont Drive.
5. (COMMENT REMAINS) Review and approvals will be required from Mr. Jon Yeater, Public Works Foreman - Village Forester, regarding any tree requirements. If you have any specific questions, Mr. Yeater can be contacted at 630-981-6285.
 - a. There are 10 parkway trees proposed to be removed. Total diameter to be removed is 102.5". We charge at \$170 per inch diameter for removal of Village owned trees, which comes to a total charge of \$17,425.00 for the removal of 102.5 total inches of diameter.
 - i. Robinia pseudoacacia 'Chicago Blues' (Chicago Blues Black Locust)- 9.5"
 - ii. Ulmus morton 'accolade' (Accolade Elm)- 7"



**Public Works Department
Engineering Division**

31 West Quincy Street • Westmont, Illinois 60559
Tel: 630-981-6272 Fax: 630-829-4479

- iii. *Gymnocladus dioica* (Kentucky Coffeetree)- 5.5"
- iv. *Ostrya virginiana* (Ironwood)- 4.5"
- v. *Cercidiphyllum japonicum* (Katsuratree)- 3.5"
- vi. *Liriodendron tulipifera* (Tulip-poplar)- 4.5"
- vii. *Ulmus morton 'accolade'* (Accolade Elm)- 8"
- viii. *Gleditsia triacanthos* (Honeylocust)- 23"
- ix. *Gleditsia triacanthos* (Honeylocust)- 18.5"
- x. *Gleditsia triacanthos* (Honeylocust)- 18.5"
- b. Provide parkway trees along Ogden Avenue per appropriate tree species and spacing requirements.
- c. There is one other parkway tree that is not labeled for removal, a 7" *Acer platanoides* 'Crimson King' (Crimson King Norway Maple). A tree protection zone must be established to protect the tree during the construction process, and that area should be labeled on the plan. That is the area from the sidewalk to the curb, to a minimum of 10' on any side of the tree. The fencing will consist of 6' chain link with sturdy steel posts driven into the ground at a minimum of every 10'. Fencing along the curb can be placed 2' off of the curb line to allow for parking, i.e. door opening space. A 4' opening in the fence may be established to allow access to the lawn for mowing purposes, but will not be used for material storage. **All fencing must be established and approved prior to the start of any site work, including demolition and existing tree removal, and remain up for the entirety of the project.** No digging or grading shall be done within the TPZ at any time during the project, nor shall the fence be moved or opened to do any excavation. If the TPZ presents an issue that can not be worked around, I want to know about it prior to any compromise of the TPZ. I can be reached most conveniently on my cell at (630)417-7965.
- d. There were a number of other parkway trees along the parkway of this property, but all were *Fraxinus* (Ash), and all were removed due to insect infestation.
- e. There are 10 total private trees to be removed, but only 4 of them are labeled on the plan.

If you have any further questions or concerns, please contact me at 630-981-6295.

Thank you.

Cc: Mr. Mike Ramsey, PO - Director of Public Works (via email)
Mr. Jim Cates - Public Works Supervisor, Water Operations / Facilities Manager (via email)
Mr. Jon Yeater - Public Works Foreman, Village Forester (via email)
Ms. Melissa Brendle - Municipal Services Office Supervisor (via email)
Mr. Joe Hennerfeind - Planner II (via email)
Mrs. Rose Gross - Municipal Services (via email)
Mr. Anthony Bryant, PE - Burns & McDonnell (via email)



ESI Consultants, Ltd.
Excellence. Service. Integrity

July 5th, 2016

Village of Westmont
31 W. Quincy Street
Westmont, IL 60559

Attn: Community Development Department

Re: Preliminary Land Development, Stormwater & BMP Review – Site Improvement Plans for
430 East Ogden Avenue

We have performed a PRELIMINARY review of the packages sent to us that relate to the above referenced project. This review focuses on the application of Land Development, Stormwater Management and BMP measures to the proposed Site Plan.

After reviewing the plans for compliance with the Westmont and DuPage Countywide Stormwater Ordinance and visiting the site we have the following comments:

Engineering Plans and General Comments

1. Overall the concepts presented on the Site Plan are acceptable and submittal of Plans for full permit review is recommended.
2. There are numerous restrictors within the existing parking areas being removed. Quantify the existing detention provided on-site, and the existing release rate, and incorporate into the proposed drainage and detention basin design.
3. On the impervious area exhibit, the existing impervious area shall be compared to the proposed impervious area.
4. A drainage structure should be provided for access and maintenance above the 30-inch diameter equalizer pipe between the two basins.
5. There are existing dual 48-inch pipes that traverse the property from south to north, just west of Westmont Drive. The proposed building is located on top of these pipes. The nature, use, and origin of these pipes shall be determined; they shall be incorporated into the site drainage design, as necessary.

Traffic Study Comments

6. Parking for the remaining businesses along Westmont Drive shall remain the same or have parking added.
7. Existing traffic volume growth should be determined by this equation: $V \times 1.005^{6\text{yr}}$.
8. Please provide an item by item disposition of comments letter with your next submittal.

Landscape Design Comments

Article I:

Sec. 80-6. - Protection.

1. The plan does not depict or provide tree protection notes and details for the protection of existing trees along Westmont Avenue.

Sec. 80-9. - Parkway tree planting required at new construction.

1. Parkway trees are required along Ogden Avenue every 35 linear feet of the parkway. Please provide dimensioning for parkway tree plantings. The 7 that are shown appear to be closer to 60 feet on center.

Sec. 80-16. - Tree maintenance standards

1. In order to avoid corner visibility obstructions, no trees shall be planted closer than 30 feet from the point of tangency of the curbs. Please show on the plan all Corner Visibility Triangles as depicted in this section to avoid plant material greater than 24" mature height above the curb except trees that can be planted no closer than 10 feet so that the eventual growth avert interference to the driveway.

Article II:

Sec. 80-41. - Landscape plan application procedure.

1. It appears that existing trees along Westmont Drive will be impacted by the proposed development. A tree survey will be required.
2. A tree preservation plan will be required.
3. The landscape plan needs to be a site plan overlaying the locations of existing trees to be preserved, utilities and utility easements, building pads, retention/detention basins, proposed contours and all proposed landscaping. This is missing from the landscape plan.
4. There is a typo under Item 13 in the Planting Notes.
5. Please provide quantities in the plant list.
6. Please label front, side and rear yards, provide required landscape calculations into a landscape requirements table and revise the landscape design to meet the Village requirements:

Non-residential, minimum standards for commercial and multi-family construction.

- a. At least 50 percent of the open space on the site shall be landscaped. *The site appears to only provide 25% open space.*
- b. At least one tree shall be planted for every 500 square feet of the area required to be landscaped. One-third of the trees shall be evergreens of a minimum six feet in height, one-third of the trees shall be ornamental a minimum of three inch caliper or six feet in height, and one-third of the trees shall be shade trees, a minimum of three inch DBH. *Please provide breakdown of 74 tree quantities and calcs for shade, ornamental and evergreen trees.*
- c. One shrub shall be planted for every 50 square feet of the area required to be landscaped. For shrubs that mature less than five feet in height, minimum installation size shall be two feet tall. For shrubs that mature greater than five feet in height, minimum installation size shall be three feet tall. *Please provide breakdown of shrub quantities and calcs.*
- d. Foundation plantings of a minimum width of six feet shall be provided on all sides of the main structure except where sidewalks, driveways or other hardscape abuts the structure. Foundation plantings shall be comprised of a combination of shade trees, ornamental trees, evergreens, shrubs, ground covers and flowers. *Plan does not meet this requirement.*

Sec. 80-47. - Parking lots.

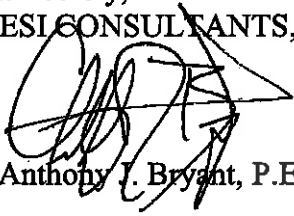
1. Parking lot interior islands are approximately 12,000 SF. The parking lot area is approximately 160,000 SF. 56 trees are required and only 43 are provided. Please provide an additional 13 trees in the parking lot area.
2. Parking lot screening is required to have a screen fence or wall plus a planting strip of four feet minimum width for parking lots containing more than four parking spaces. The landscape design does not meet this requirement.

Sec. 80-48. - Native/natural areas plantings.

1. Plants that are native proposed to be planted are Sugar Maple and Sumac.

If you have any questions, please call me at (630) 420-1700 x2120.

Sincerely,
ESI CONSULTANTS, LTD.

A handwritten signature in black ink, appearing to read 'Anthony J. Bryant', is written over the company name.

Anthony J. Bryant, P.E.



Westmont Park District Administrative Office

55 E. Richmond St., Westmont, IL 60559

p: (630) 969-8080 f: (630) 969-7923

June 8, 2016

To: Ed Richards, Chairman
Westmont Planning & Zoning Commission
Re: BMW/AutoNation request to close Westmont Drive

Dear Chairman Richards:

On behalf of the Westmont Park District Board of Commissioners this letter shall serve as notice of the Park District's opposition to the BMW/AutoNation proposal to close Westmont Drive. As you know the Park District's Fitness Club is located on the corner of Westmont and Plaza Drive and will adversely impacted by the loss of direct access to Ogden Avenue. The Park District recognizes BMW's value as a Westmont business and their many contributions to our community. However, closure of Westmont Drive is not in Westmont's best interest, or the interests of those businesses located on Plaza Drive who will lose direct access to Ogden Avenue and substantial on-street parking. It is the opinion of the Park Board that the BMW project and the resulting economic benefits to the Village can be accomplished without vacating Westmont Drive.

From our review of the development plans we note that only parking lots will be constructed east of Westmont Drive. No structures are proposed within the right of way or east of the street. Therefore the project can be constructed and operated safely without eliminating the primary mode of ingress/egress for the numerous businesses immediately north of the project on Plaza Drive. Retaining through traffic while adding mid-block crossings and other traffic calming measures such as signage, lights, and speed bumps will create a safe and appropriate pedestrian cross walk between the lots east of Westmont Drive and the new structures to the west. The Park District would also support a NO LEFT TURN onto Ogden Avenue from Westmont Drive during the evening rush hour as another means of traffic control.

Eliminating access to Plaza Drive from Westmont Drive would have a material adverse economic impact on the Park District's Fitness Club and the other businesses behind BMW. While difficult to quantify without engaging in an expensive and time consuming study it cannot be disputed that any business reliant on convenience and location to attract and retain customers will suffer material consequences from the loss of its principal means of ingress/egress.

Lastly, closing Westmont Drive will add substantially to the already extreme congestion on Blackhawk Drive, essentially placing a stranglehold on the intersections of Ogden Avenue and Blackhawk Drive, and Plaza Drive and Blackhawk Drive. Blackhawk Drive and the streets around Ty Warner Park already strain to safely accommodate the heavily congested area and are constantly filled with a mix of traffic from the businesses, schools, residents, park patrons and transporters for the auto dealers.

Board of Commissioners

Diane Main, *President* | James Flynn | John Karesh | James Long | Sandra Smith

Robert Fleck, *Executive Director*

www.westmontparks.org



Westmont Park District Administrative Office

55 E. Richmond St., Westmont, IL 60559

p: (630) 969-8080 f: (630) 969-7923

For reasons above the Westmont Park District Board of Commissioners opposes the proposed closure of Westmont Drive. The Park District supports BMW's expansion; however, the expansion can and should be completed without eliminating the principal means of ingress and egress to the Fitness Club and the many other businesses located on Plaza Drive who depend on direct access to Ogden Avenue for their success.

We appreciate your serious and careful consideration of our request to preserve Westmont Drive. Please contact me if you wish to discuss this matter further.

In service,

Diane Main
President, Westmont Park District
Board of Park Commissioners

Board of Commissioners

Diane Main, *President* | James Flynn | John Karesh | James Long | Sandra Smith

Robert Fleck, *Executive Director*

www.westmontparks.org

June 2, 2016

InterVarsity Press feedback regarding the proposed BMW redevelopment project

Concerns and Questions

1. Decrease in our property value from:
 - a. More congested streets, both from car parking and truck traffic.
 - b. Less convenient access to our building for employees, visitors, and semi-truck deliveries, especially since we are at the very East dead end of Plaza Dr.
 - c. The presence of a parking deck that injects a "warehouse" atmosphere into a light business (Plaza Dr.)/retail area (Ogden Ave.). How high, how many decks, will the proposed structure have?
2. Parking on the street is already extremely limited. Where will all the cars park that now park on Westmont Drive?
3. Increase in traffic congestion.
 - a. How will a wayward semi turn around at the East end of Plaza when he finds there's no way out except to turn around?
 - b. A car carrier unloaded this morning right in front of our driveway, potentially blocking access to IVP by any of the 15-20 semi-trucks that deliver and pick up every week. How will you and the Village ensure your car carriers, and those of other dealers, do not unload on Plaza?
 - c. How many cars per day will go up and down Plaza to enter your parking deck and parking lots? What % increase will that be from current levels of dealer car traffic?
 - d. Will emergency vehicles have adequate access to the East end of Plaza? All the trucks that currently dock at businesses along Plaza will now have to exit the same way they came in, increasing the bottlenecks they create. If trucks are in the process of backing into docks along Plaza, and there is no other way to the East end of Plaza, how long will the delay be for an emergency vehicle to force the trucks to abandon their backing-in process and get out of the way?



IVP Academic



IVP Books



IVP Connect

4. Decrease in business for other retailers on Ogden Ave. We give regular business to Bakersfield, Wendy's, Chipotle and Standard Market. Out of frustration from increased traffic and long waits at the light at Blackhawk, we would expect our employees and guests would frequent these businesses much less often than they do now.

Summary

We are strongly against the proposal as it would result in great inconveniences for our 85 employees and guests, and lessen our property value. It will likely lessen the business our people give to businesses on Ogden Ave.



Robert A. Fryling

Publisher



James Hagen

Director of Business and Finance



David Burton

Distribution Center Manager



Laurel BMW of Westmont

Office Address
430 E. Ogden Avenue
Westmont, IL 60559
bmw@westmont.com

June 16, 2016

(630) 654-5400

Mr Edward Richards

Chairman Westmont Planning and Zoning

Village of Westmont

31 West Quincy Street

Westmont, IL 60559

Mr Richards,

As you have probably heard I cannot attend the July Planning and Zoning meeting because I will be in Munich for a BMW meeting that has been planned for six months.

We were ready to go for the June meeting but I know the City felt it right to push it back a month as there was some question whether some of our neighbors read their mail.

This project is extremely important to me and the health and welfare of Laurel BMW, if I was in the Country I would make sure to be there.

I plan on making a video to present at the meeting as we feel it important some of this comes directly from me.

We value our relationship with Westmont as I know the City does with us and we want to stay here but have to grow.

Purchasing Westmont Drive although it is not very much space is key to our growth as we need every square foot moving forward.

Again, I apologize that I cannot attend and wanted you to hear directly from me why I cannot be there as I feel it very important.

Thank you for the support of our project.

A handwritten signature in black ink, appearing to read 'Patrick Womack', with a stylized, flowing script.

Patrick Womack

General Manager Laurel BMW of Westmont



Joseph Hennerfeind <jhennerfeind@westmont.il.gov>

Fwd: Westmont BMW_requested drawings

3 messages

Jill Ziegler <jziegler@westmont.il.gov>

Fri, Aug 5, 2016 at 11:11 AM

To: Noriel Noriega <nnoriega@westmont.il.gov>, Steve May <smay@westmont.il.gov>

Cc: Joseph Hennerfeind <jhennerfeind@westmont.il.gov>

Wanted to share some comments from the attorney representing the adjacent office tenants. I will talk to Bob Fleck about park events, and I wanted to review with both of you the Blackhawk signal/Westmont Dr vacation/stormwater topics prior to the meeting.

----- Forwarded message -----

From: Jones, Greg <GJones@ancelglink.com>

Date: Fri, Aug 5, 2016 at 10:59 AM

Subject: Re: Westmont BMW_requested drawings

To: Jill Ziegler <jziegler@westmont.il.gov>

Cc: Tom McCabe <tmccabe@spacecoinc.com>, Patrick Womack <WomackP@autonation.com>, Sean McGovern <smcgovern@spacecoinc.com>, "Emery, Ellen" <EEmer@ancelglink.com>, Larry Forssberg <lforssberg@westmontchamber.com>, Peter Newfield <pnewfield@ysmdesign.com>

Jill,

Absolutely. We don't have a comprehensive list of questions, but topics my clients intend to discuss include:

- 1) Traffic signal timing;
- 2) Necessity of right of way vacation;
- 3) Signage and visibility;
- 4) Ty Warner Park events; and
- 5) Stormwater management.

I suspect that the village has already evaluated many – if not all – of these subjects, and we're hopeful that we'll receive satisfactory answers on Wednesday. As I'm sure you understand, additional topics may arise during the discussion. That's just the nature of a public hearing.

Thanks,

Greg

Sent from my phone. Please excuse any typos.

On Aug 4, 2016, at 10:42 AM, Jill Ziegler <jziegler@westmont.il.gov<mailto:jziegler@westmont.il.gov>> wrote:

Greg,

Could you please share the questions and comments that you have for the Village so that we can prepare for the meeting and ensure we have the appropriate information and answers that your clients need? Thanks!

Jill H. Ziegler, AICP

Community Development Director

Village of Westmont - 31 W. Quincy Street 60559

630.981.6267 <http://www.westmont.il.gov>

My clients have additional questions and comments for the village that will be shared at that time.

On Tue, Aug 2, 2016 at 5:09 PM, Jones, Greg <GJones@ancelglink.com<mailto:GJones@ancelglink.com>> wrote: Tom,

Thank you for sharing BMW's plans. Having the opportunity to review them has answered many of our questions.

At this point, our most pressing question for BMW is what agreement it has reached with IDOT concerning traffic signal timing at Ogden Avenue and Blackhawk Drive? BMW's traffic study recommends that the signal be modified to provide additional green time to the Blackhawk Drive approaches. Has BMW spoken with IDOT about signal timing? If not, when does BMW plan to do so?

This issue is critical for the Plaza Drive businesses. As you know, Plaza Drive traffic will be rerouted to Blackhawk Drive. Excessive intersection delays and a low level of service will have a significant and adverse impact on these businesses. That's not an acceptable outcome. Resolving this issue now during development review will help everyone understand the impacts of BMW's proposal.

I don't know that this question warrants a meeting, but we're certainly happy to do so if you'd like. Alternately, we can discuss this at the August 10 hearing. My clients have additional questions and comments for the village that will be shared at that time.

Thank you again for sharing the plans.

Greg

Greg Jones, Attorney at Law
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DiCianni & Krafthefer, P.C.
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Chicago, IL 60603
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Fax: [312.782.0943](tel:312.782.0943)<tel:[312.782.0943](tel:312.782.0943)>
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<http://www.ancelglink.com/>

Greg Jones, Attorney at Law
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Telephone: [312.782.7606](tel:312.782.7606)
Fax: [312.782.0943](tel:312.782.0943)
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[\[http://ancelglink.com/bmed.jpg\]](http://ancelglink.com/bmed.jpg)<<http://municipalminute.ancelglink.com/>>

—Original Message—

From: Tom McCabe [mailto:tmccabe@spacecoinc.com<mailto:tmccabe@spacecoinc.com>]
Sent: Thursday, July 28, 2016 9:31 AM
To: Jones, Greg; Peter Newfield
Cc: Patrick Womack; Sean McGovern; Emery, Ellen; Jill Ziegler; Larry Forssberg

Subject: RE: Westmont BMW_requested drawings

Greg:

Do you have any update on the meeting you have requested with us. We would like to be able to hear your concerns and be prepared to address them at the next meeting on August 10th.

Thanks,

Thomas McCabe, P.E.
Vice President

SPACECO, Inc.
2015 NAIOP Engineering Design Firm of the Year
9575 W. Higgins Road, Suite 700, Rosemont, IL. 60018
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tmccabe@spacecoinc.com>

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—Original Message—

From: Tom McCabe
Sent: Tuesday, July 26, 2016 8:12 AM
To: 'Jones, Greg'; Peter Newfield
Cc: Patrick Womack; Sean McGovern; Emery, Ellen; 'Jill Ziegler'
Subject: RE: Westmont BMW_requested drawings

Greg:

I know Ellen had requested a meeting with BMW at the last public hearing. After reviewing the documents, is this still necessary? If so, please let us know some dates and times of your availability, and we will meet with you.

Thanks,

Thomas McCabe, P.E.
Vice President

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Tel: 847-696-4060<tel:847-696-4060> Fax: 847-696-4065<tel:847-696-4065> tmccabe@spacecoinc.com<mailto:
tmccabe@spacecoinc.com>

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—Original Message—

From: Jones, Greg [<mailto:GJones@ancelglink.com><<mailto:GJones@ancelglink.com>>]
Sent: Tuesday, July 19, 2016 10:46 PM
To: Peter Newfield

Cc: Tom McCabe; Patrick Womack; Sean McGovern; Emery, Ellen
Subject: Re: Westmont BMW_requested drawings

Thanks, Peter.

Sent from my phone. Please excuse any typos.

On Jul 19, 2016, at 9:11 PM, Peter Newfield <pnewfield@ysmdesign.com<<mailto:pnewfield@ysmdesign.com>><<mailto:pnewfield@ysmdesign.com><<mailto:pnewfield@ysmdesign.com>>>> wrote:

ShareFile Attachments

Title

Size

BMW Westmont_East Elevations.pdf

189 KB

BMW Westmont_Existing Arch Site Plan.pdf

523.7 KB

BMW Westmont_FF & E Shop.pdf

554.8 KB

BMW Westmont_FF&E Showroom.pdf

690.4 KB

BMW Westmont_North South Elevations.pdf

311 KB

BMW Westmont_Overall Plan.pdf

8.1 MB

BMW Westmont_Proposed Arch Site Plan.pdf

8 MB

BMW Westmont_West Elevations.pdf

343.6 KB

Westmont BMW_aerial_1.jpg

30.1 MB

Westmont BMW_CD Axon1.pdf

2.9 MB

Westmont BMW_CD Axon2.pdf

3.3 MB

Westmont BMW_parking deck_1.jpg

40.5 MB

Westmont BMW_parking deck_2.jpg

28.1 MB

Westmont BMW_showroom exterior_1.jpg

5.2 MB

Westmont BMW_showroom exterior_2.jpg

19.1 MB

Download Attachments<<https://ysmdesign.sharefile.com/d/s179e502abca4b2eb>>

Peter Newfield uses ShareFile to share documents securely. Learn More.<https://www.sharefile.com/?src=system-email-outlookplugin-new&utm_medium=system-email&utm_source=outlookplugin-new>

Hi Greg,

Please use the embedded link to download the requested architectural drawings and renderings. This is the set that the Village currently has. Spaceco will send you the Civil drawings and other requested materials.

Regards,

Greg Jones, Attorney at Law

[<http://ancelglink.com/sig.gif>]

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Peter M. Newfield, AIA

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pnewfield@ysmdesign.com<<mailto:pnewfield@ysmdesign.com>><<mailto:pnewfield@ysmdesign.com>

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<http://www.ysmdesign.com><<http://www.ysmdesign.com/pages>>

From: Tom McCabe [<mailto:tmccabe@spacecoinc.com><<mailto:tmccabe@spacecoinc.com>>]

Sent: Monday, July 18, 2016 9:40 AM

To: Peter Newfield <pnewfield@ysmdesign.com<<mailto:pnewfield@ysmdesign.com>><<mailto:pnewfield@ysmdesign.com>>>>; Patrick Womack <WomackP@autonation.com<<mailto:WomackP@autonation.com>><<mailto:WomackP@autonation.com>>>>; Sean McGovern <smcgovern@spacecoinc.com<<mailto:smcgovern@spacecoinc.com>><<mailto:smcgovern@spacecoinc.com>>>>

Subject: Fwd: Westmont BMW

Sent from my iPhone

Begin forwarded message:

From: "Jones, Greg" <GJones@ancelglink.com<<mailto:GJones@ancelglink.com>><<mailto:GJones@ancelglink.com>><<mailto:GJones@ancelglink.com>>>>

Date: July 18, 2016 at 8:31:25 AM CDT

To: "tmccabe@spacecoinc.com<<mailto:tmccabe@spacecoinc.com>><<mailto:tmccabe@spacecoinc.com>><<mailto:tmccabe@spacecoinc.com>>>>" <tmccabe@spacecoinc.com<<mailto:tmccabe@spacecoinc.com>><<mailto:tmccabe@spacecoinc.com>>>>

Cc: "Emery, Ellen" <EEmery@ancelglink.com<<mailto:EEmery@ancelglink.com>><<mailto:EEmery@ancelglink.com>>>>

Subject: Westmont BMW

Tom,

As you know, we represent the owners of several businesses on Plaza Drive in Westmont. You met my colleague, Ellen Emery, on Wednesday night at the Planning and Zoning Commission hearing. I wanted to reach out to renew our request to receive copies of BMW's plans for its proposed Westmont facility. Having an opportunity to review BMW's plans may resolve some of the issues discussed at the public hearing and allow the parties to work together to find mutually acceptable solutions. Please send by email all engineering plans, architectural plans, renderings, and any other plans, studies, or documents submitted to the village for review to date.

We are also interested in meeting with Pat Womack after our clients have had a chance to review and understand BMW's plans. I understand that Pat may currently be out of the country. Please advise when he will be available to meet and we will work to find a time that works for everyone.

Greg

Greg Jones, Attorney at Law

[\[http://ancelglink.com/sig.gif\]](http://ancelglink.com/sig.gif)

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<Attachments.html>

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Jill Ziegler <jziegler@westmont.il.gov>

Tue, Aug 9, 2016 at 3:30 PM

To: "Jones, Greg" <GJones@ancelglink.com>

Cc: Tom McCabe <tmccabe@spacecoinc.com>, Patrick Womack <WomackP@autonation.com>, Sean McGovern <smcgovern@spacecoinc.com>, "Emery, Ellen" <EEemery@ancelglink.com>, Larry Forssberg <lforssberg@westmontchamber.com>, Peter Newfield <pnewfield@ysmdesign.com>, Steve May <smay@westmont.il.gov>, Joseph Hennerfeind <jhennerfeind@westmont.il.gov>

Greg,

In response to your list of topics from last Friday, I asked our staff and BMW to respond in order to answer questions in advance, understanding that additional topics always occur at public hearings. Tom McCabe has provided a traffic memo with daily counts, which is attached as a PDF. Bob Fleck, Park District Director, has provided a draft list of events at Ty Warner Park (that list is incomplete as it fluctuates throughout the year), also attached as a PDF, and Manager May has addressed the Westmont Drive proposed right-of-way vacation below. Noriel Noriega, Assistant Public Works Director, replied regarding the Blackhawk Drive signal on August 4. I hope this information is helpful.

Any specific stormwater management questions that we can address?

If you have any questions, please let me know, and we're looking forward to seeing you tomorrow evening at Planning and Zoning Commission. - Jill

Jill H. Ziegler, AICP

Community Development Director

Village of Westmont - 31 W. Quincy Street 60559

630.981.6267 <http://www.westmont.il.gov>

Jill, and all,

Throughout the various discussion regarding the BMW Development, and in particular any 'vacation' of Westmont Drive, two questions/comments tend to re-occur. The first is regarding payment to the Park District. The second being centered around signal timing at Blackhawk and Ogden. Both these topics are shared concerns of the Village Board although not really (specifically) for consideration by P&Z. They certainly are related, but not being directly reviewed by P&Z.

Regardless, I would still like to make some clarifications so that misinformation does not perpetuate:

When initially discussing the possibility of right-of-way vacation, there were several concerns. When discussing the cost/price of the actual property (ROW), a consistent cost per SF was used to calculate. The SF has changed as the project planning has evolved. On top of that cost, the developer was told that a fixed fee of \$50,000 would be added to the SF cost to accommodate any directional/way-finding signage determined necessary. The fee was anticipated to cover additional signage work that would likely be located on Park District property. At the time, we envisioned Blackhawk/Plaza. However, this fee is to the Village, not the Park District. I am not aware of any payments having been proposed to any other entity regarding this project.

Traffic signal timing is a more complex answer. This is due to both a mis-understanding of how traffic signals work combined with the fact that we are not at the stage to firmly involve IDOT yet - being the jurisdictional authority of Ogden Avenue (US34). An IDOT issued highway permit will be required if work within the ROW along Ogden is approved by the municipality. We too were interested in the impact at Blackhawk Drive. We required the traffic study as part of the preliminary discussions. Several intersections are bound to be influenced, not just Blackhawk at Ogden. However, this is the only signalized intersection in the area of influence. The study shows the before/after changes in *Level of Service*. The traffic engineers are very familiar with IDOT operations, standards and expectations. I have no concerns that IDOT will weigh in (when permit is applied for) and adjust accordingly. In the event equipment changes are required (not anticipated here), they would make those costs part of the permit requirements.

Lastly, let me briefly describe traffic signal timing/operation:

Fixed time: This type runs a constant time. Real primitive urban fixed time signals do not even change timings overnight. These signals have no idea how much traffic exists. They run the same timing even if not one car is present. When I hear, "... will IDOT change the timing?" I get the sense that the questioner is thinking timings are fixed today. They are not.

Semi-actuated: This is when the signal favors the main direction and only senses side street traffic as it occurs. It will stay green forever in one direction until someone else (car or pedestrian) is detected. (Cass/Norfolk; Cass/Traube)

Fully-actuated: These have detection in all lanes and run variable timings with min and max parameters programmed internally. This represents most all traffic signals. The controller is essentially a computer.

All of Ogden Avenue (and all our other arterial highways) are already fully actuated controllers. They run different timing patterns during different periods of the day. Furthermore, Ogden Avenue between I-355 and I-294 is called a traffic responsive connected corridor. Every signal talks to each other and continuously maximises the efficiency along the entire corridor at once. Each signal measure existing traffic real-time and selects from a variety of internally stored timing plans. The timing at 2:15p may be different than the timing at 2:20p and so on. It may not react to one unique momentary event, but it is perpetually evaluating and adapting. So the question as to whether the timing will be changed at Blackhawk/Ogden - yes. It would even today if traffic starts showing up.

I hope this helps a little. There is actually much more to it but I hope the overview helps. Please feel free to share accordingly if useful.

Steve

Stephen M. May, P.E., PTOE
Village Manager
Village of Westmont
31 W. Quincy Street
Westmont, IL 60559-1865

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

2 attachments

15-194 Laurel BMW Daily Traffic Count Memo 8-5-2016.pdf

 250K Ty Warner draft event list.pdf
70K

Jones, Greg <GJones@ancelglink.com>

Tue, Aug 9, 2016 at 3:42 PM

To: Jill Ziegler <jziegler@westmont.il.gov>

Cc: Tom McCabe <tmccabe@spacecoinc.com>, Patrick Womack <WomackP@autonation.com>, Sean McGovern <smcgovern@spacecoinc.com>, "Emery, Ellen" <EEEmery@ancelglink.com>, Larry Forssberg <lforssberg@westmontchamber.com>, Peter Newfield <pnewfield@ysmdesign.com>, Steve May <smay@westmont.il.gov>, Joseph Hennerfeind <jhennerfeind@westmont.il.gov>

Thank you, Jill.

Greg Jones, Attorney at Law**Ancel
Glink**

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**From:** Jill Ziegler [mailto:jziegler@westmont.il.gov]**Sent:** Tuesday, August 09, 2016 3:30 PM**To:** Jones, Greg**Cc:** Tom McCabe; Patrick Womack; Sean McGovern; Emery, Ellen; Larry Forssberg; Peter Newfield; Steve May; Joseph Hennerfeind

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MEMORANDUM TO: Thomas McCabe, PE
SPACECO, Inc.

FROM: Michael A. Werthmann, PE, PTOE

DATE: August 5, 2016

SUBJECT: Addendum to Traffic Study
Redevelopment of the Laurel BMW of Westmont Dealership
Plaza Drive Daily Traffic Counts
Westmont, Illinois

This memorandum is an addendum to the traffic impact study dated September 28, 2015 prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. for the proposed redevelopment of the Laurel BMW of Westmont Dealership in Westmont, Illinois. The primary dealership is located on the east side of Westmont Drive between Ogden Avenue and Plaza Drive with the certified pre-owned dealership located in the northwest corner of the intersection of Ogden Avenue and Westmont Drive. As proposed, the existing site will be expanded to contain several parcels on the west side of Westmont Drive, including the existing Oak Brook Racquet and Fitness Club and the certified pre-owned dealership. In addition, the redevelopment will require the vacation of the southern portion of Westmont Drive between Ogden Avenue and Plaza Drive.

The purpose of this addendum is to determine the daily traffic volume and type of traffic using Plaza Drive between Westmont Drive and Blackhawk Drive. This was accomplished by performing daily traffic counts at the following locations on Tuesday and Wednesday, July 26 and 27, 2016.

- Plaza Drive just west of Westmont Drive
- Plaza Drive just east of Blackhawk Drive

Table 1 illustrates the results of the traffic counts.

From Table 1 it can be seen that Plaza Drive has an average daily traffic volume between 1,426 and 2,081 vehicles. Further, semi-trailers account for only one to two percent of the daily traffic along Plaza Drive with an average of 24 semi-trailers per day traversing the subject segment of Plaza Drive. As such, Plaza Drive carries a low volume of daily traffic and a limited number of semi-trailers traverse the road.

Further, video observations showed that it took trucks between 30 seconds to a maximum of two minutes (with an average time of 60-90 seconds) to back in to a loading dock from Plaza Drive. Therefore, given the width of Plaza Drive (approximately 34 feet), the low volume of trucks traversing Plaza Drive, and the short time it takes trucks to back into the loading docks, the truck traffic has a limited impact on the flow of traffic along Plaza Drive.

Table 1
PLAZA DRIVE DAILY TRAFFIC COUNTS

	Passenger Vehicles		Single Unit Trucks		Semi-Trailers		Total
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
Plaza Drive West of Westmont Drive							
Tuesday, July 26, 2016	686	692	23	10	7	6	1424
Wednesday, July 27, 2016	676	693	24	22	9	4	1428
Average	681	592.5	23.5	16	8	5	1426
Plaza Drive East of Blackhawk Drive							
Tuesday, July 26, 2016	1126	840	37	25	17	16	2061
Wednesday, July 27, 2016	1146	850	40	31	20	14	2101
Average	1136	845	38.5	28	18.5	15	2081



ESI Consultants, Ltd.
Excellence. Service. Integrity

August 8th, 2016

Village of Westmont
31 W. Quincy Street
Westmont, IL 60559

Attn: Community Development Department

Re: Preliminary Land Development, Stormwater & BMP Review – Site Improvement Plans for
430 East Ogden Avenue

We have performed a PRELIMINARY review of the packages sent to us that relate to the above referenced project. This review focuses on the application of Land Development, Stormwater Management and BMP measures to the proposed Site Plan.

After reviewing the plans for compliance with the Westmont and DuPage Countywide Stormwater Ordinance and visiting the site we have the following comments:

Engineering Plans and General Comments

1. Overall the concepts presented on the Site Plan are acceptable and submittal of Plans for full permit review is recommended.

Traffic Study Comments

2. Final review to occur during permit submittal.

Landscape Design Comments

Sec. 80-6. - Protection.

1. The plan does not graphically depict the trees to be removed or to be remained or graphically show the tree protection fencing for the Norway Maple to be saved. The plan did provide enough for the review and address many of the previous comments.

Sec. 80-9. - Parkway tree planting required at new construction.

1. Parkway trees are required along Ogden Avenue every 35 linear feet of the parkway. Please provide dimensioning for parkway tree plantings. The plan shows 9 shade trees with 3 different varieties. Please provide dimensions on the spacing of the parkway trees to verify the required 35 foot spacing.

2. Parkway trees shall not be planted in a cluster, but shall instead be planted in a mixed scheme (example: A, B, A, C, B, C is acceptable. A, A, B, B, C, C is not acceptable). Please arrange the parkway trees to meet this mixed scheme requirement.

Sec. 80-16. - Tree maintenance standards

1. In order to avoid corner visibility obstructions, no trees shall be planted closer than 30 feet from the point of tangency of the curbs. Please show on the plan all Corner Visibility Triangles as depicted in this section to avoid plant material greater than 24" mature height above the curb except trees that can be planted no closer than 10 feet so that the eventual growth avert interference to the driveway.
2. No trees shall be planted closer than ten feet to any utility poles. If the existing utility pole on the corner of Ogden Ave and Westmont Drive is to remain, please provide dimensions that show the proposed parkway tree at a minimum ten feet from the utility pole.

Article II: Landscape Requirements

Sec. 80-41. - Landscape plan application procedure.

1. The landscape plan needs to be a site plan overlaying the locations of existing trees to be preserved, utilities and utility easements, building pads, retention/detention basins, proposed contours and all proposed landscaping. This is missing from the landscape plan.
2. The general restoration areas to be seeded/sodded are not labeled or a quantity identified. It is recommended that all seeded areas receive erosion control blanket.
3. Please label front, side and rear yards, provide required landscape calculations into a landscape requirements table and revise the landscape design to meet the Village requirements:

Non-residential, minimum standards for commercial and multi-family construction.

- a. Foundation plantings of a minimum width of six feet shall be provided on all sides of the main structure except where sidewalks, driveways or other hardscape abuts the structure. Foundation plantings shall be comprised of a combination of shade trees, ornamental trees, evergreens, shrubs, ground covers and flowers.

The landscape plan shows a small planting bed with a combination of evergreen and deciduous shrubs along the southwest portion of the southernmost proposed building. It is unclear from the plan if the large area between the planting bed and the curb is paved or a further opportunity to provide additional landscaping to meet the diversity of the combination plant types required.

Sec. 80-47. - Parking lots.

1. Parking lot screening is required to have a screen fence or wall plus a planting strip of four feet minimum width for parking lots containing more than four parking spaces. The

landscape design for the parking lots fronting Ogden Avenue do not meet this requirement. A planting bed is shown in the southwest portion of the site in front of the parking lot. This bed could be extended to cover the frontage of the entire parking lot to fulfill the screening requirement.

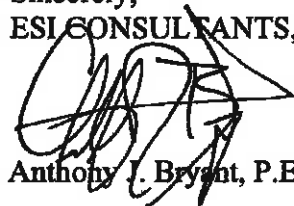
Sec. 80-48. - Native/natural areas plantings.

1. Plants that are native proposed to be planted include:

- Kentucky Coffeetree
- Honeylocust
- Sumac

If you have any questions, please call me at (630) 420-1700 x2120.

Sincerely,
ESI CONSULTANTS, LTD.



Anthony J. Bryant, P.E.

VILLAGE OF WESTMONT PLANNING AND ZONING COMMISSION
FINDINGS OF FACT

PUBLIC HEARING OF AUGUST 10, 2016

P/Z 16-013: Westmont B. Imports, Inc., regarding 420 and 430 E. Ogden Avenue, a portion of Westmont Drive, 645, 650 and 651 Westmont Drive, and 415 Plaza Drive, Westmont

Request for a special use to allow an automotive dealership in the B-2 General Business District.

CRITERIA NO. 1: That the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

FINDINGS OF FACT: The Applicant currently operates an automobile dealership on almost all of these properties and there is no history showing this use is detrimental to the public health, safety and welfare. The proposed new structure and the use of additional property likewise is not expected to have any detrimental impacts. Similar automotive dealership uses are present along all of Ogden Avenue without adverse impacts on the public health, safety, morals or welfare.

CRITERIA NO. 2: That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

FINDINGS OF FACT: The Ogden Avenue corridor is developed with numerous automobile dealerships, including the Applicant's dealership. The proposed use is consistent with these existing uses and consistent with the Village's Zoning Ordinance and Comprehensive Land Use Plan. The proposed improvements will enhance the property and keep all operations within a contained site, thereby benefitting surrounding properties.

CRITERIA NO. 3: That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

FINDINGS OF FACT: Surrounding property is fully-developed, and this redeveloped automobile dealership will not adversely impact the ability of surrounding properties to redevelop.

CRITERIA NO. 4: That adequate utilities, access ways, drainage and/or other necessary facilities have been or are being provided.

FINDINGS OF FACT: The property is currently served by adequate utilities, access ways and other necessary facilities. The Applicant will provide improved storm water management for the site.

CRITERIA NO. 5: That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

FINDINGS OF FACT: The site will have sufficient ingress and egress onto Ogden Avenue, and will have secondary access to Plaza Drive. Ogden Avenue is a heavily-trafficked thoroughfare and this redeveloped automobile dealership will not significantly increase traffic congestion on Ogden Avenue.

CRITERIA NO. 6: That the special use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the village board pursuant to the recommendation of the plan commission.

FINDINGS OF FACT: The redeveloped automobile dealership will meet all requirements of the Zoning Ordinance, Land Development Code, and all applicable building and fire codes, except that Applicant is seeking two zoning variances for a minor setback encroachment and a building height variance.

CRITERIA NO. 7: The proposed use meets the special conditions of Special Condition 7.

FINDINGS OF FACT: The Applicant is providing sufficient landscaping and setbacks which will screen vehicles awaiting service or customer pick-up. A significant portion of vehicle inventory will be located in an enclosed parking garage.

 6 The Planning and Zoning Commission agrees with the above findings.

 6 The Planning and Zoning Commission does not agree with the above findings.

VILLAGE OF WESTMONT PLANNING AND ZONING COMMISSION
FINDINGS OF FACT

PUBLIC HEARING OF AUGUST 10, 2016

P/Z 16-013 – Westmont B. Imports, Inc., regarding 420 and 430 E. Ogden Avenue, a portion of Westmont Drive, 645, 650 and 651 Westmont Drive, and 415 Plaza Drive, Westmont

Request for a variance to allow parking within the required front yard setback.

***CRITERIA NO. 1:** The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.*

FINDINGS OF FACT: Ogden Avenue contains a supplemental front yard setback of 30 feet, rather than the traditional B-2 District setback of 10 feet. In order to adequately display vehicles for sale which are visible to motorists along Ogden Avenue, the Applicant seeks a variance to allow an encroachment of 6.58 feet. This variance, if granted, is less than the current setback encroachment, is less than the parking encroachment of other automobile dealerships along Ogden Avenue, and will allow the Applicant to yield a reasonable return.

***CRITERIA NO. 2:** The plight of the owner is due to unique circumstances.*

FINDINGS OF FACT: The setback encroachment is necessary to adequately display vehicles for sale to the public, and is requested in order to maximize the use of the property.

***CRITERIA NO. 3:** The variation, if granted, will not alter the essential character of the locality.*

FINDINGS OF FACT: The Ogden Avenue corridor is heavily commercial with numerous automobile dealerships. This request will actually lessen the setback encroachment from current conditions, and is less intensive than the setback encroachments of other nearby businesses.

6 The Planning and Zoning Commission agrees with the above findings.

0 The Planning and Zoning Commission does not agree with the above findings.

VILLAGE OF WESTMONT PLANNING AND ZONING COMMISSION
FINDINGS OF FACT

PUBLIC HEARING OF AUGUST 10, 2016

P/Z 16-013 – Westmont B. Imports, Inc., regarding 420 and 430 E. Ogden Avenue, a portion of Westmont Drive, 645, 650 and 651 Westmont Drive, and 415 Plaza Drive, Westmont

Request for a variance to increase the allowed height of a structure in the B-2 General Business District.

CRITERIA NO. 1: The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.

FINDINGS OF FACT: Applicant seeks to increase the maximum allowed height of a structure by 5 feet. This height variance is necessary to accommodate a proposed parking garage for the storage of vehicles for sale as well as a ground floor building beneath the parking garage. The parking garage height is similar to the height of a nearby parking garage and will allow the Applicant to yield a reasonable return.

CRITERIA NO. 2: The plight of the owner is due to unique circumstances.

FINDINGS OF FACT: Rather than constructing a dealership building for sales and service, plus a separate parking garage, the Applicant has combined these 2 uses into a single structure, thus preserving and maximizing space on the property.

CRITERIA NO. 3: The variation, if granted, will not alter the essential character of the locality.

FINDINGS OF FACT: The Ogden Avenue corridor is heavily commercial with numerous automobile dealerships. The proposed dealership building with parking garage is similar to an existing, nearby parking garage for another automotive dealership. The amount of the variance is minimal compared to the value added to the site by having a single building housing the primary dealership sales and service, plus the parking garage.

6 The Planning and Zoning Commission agrees with the above findings.

0 The Planning and Zoning Commission does not agree with the above findings.